

County of Loudoun
Planning Commission
MEMORANDUM (DRAFT)

DATE: To Be Determined
TO: Loudoun County Board of Supervisors
FROM: Loudoun County Planning Commission

**SUBJECT: CPAM 2005-0009 Revised Countywide Transportation Plan Update:
Supplemental Planning Commission Recommendations**

During the course of the Planning Commission's review of the draft 2010 Countywide Transportation Plan (CTP), members identified a series of recommendations to the Board of Supervisors that fall outside of the scope of the update process, yet are believed to be integral to the success of the CTP and transportation planning in Loudoun County. The issues identified by the Commission are detailed below, in no particular order, and it is recommended that they be acted upon in concert with the adoption of the 2010 CTP.

1. Align All Applicable County Documents with 2010 CTP

Once the recommended changes to the CTP are adopted, the County should conduct a review of relevant County documents, plans and ordinances to ensure that they are consistent with the new CTP and thus allow for the full implementation of the CTP as envisioned. The Commission recommends that the Board of Supervisors allocate the resources necessary to conduct this review immediately following adoption of the CTP.

2. Update of Bicycle and Pedestrian Mobility Master Plan

During the course of its review of the CTP update, the Commission concluded that the Bicycle and Pedestrian Mobility Master Plan (Bike/Ped Plan) should be integrated into the CTP, similar to how the CTP update now includes the newly developed Transit Plan in order to have a truly comprehensive document. Unfortunately, it was not possible to do so, given the fact that the scope of the CTP update did not include updating the Bike/Ped Plan. As a result, the Commission recommends that the Board of Supervisors allocate funding to update the Bike/Ped Plan as soon as practicable. This will allow the CTP and Bike/Ped Plan to coalesce on the same update cycle and then ultimately allow for the two to be integrated during the next CTP update. From that point on it is recommended that transportation planning for all modes be included in the CTP.

3. All Transportation Mapping in Digital Layers

As the CTP becomes increasingly a multimodal document, it is clear that the planning for each mode directly impacts the others. As such, it is imperative that all mapping of transportation plans for the various modes be available electronically in digital layers, so that the plans for each mode can be viewed in the context of the others. The Commission recommends that the Board of Supervisors allocate the resources necessary to ensure that all transportation mapping is available in digital layers that can be layered on top of each other as necessary and at the same scale.

4. Addition of Map Segments to Appendix 1

Appendix 1 of the CTP consists of the planning guidelines for major roadways countywide. In text form, it complements the CTP map and provides County staff, the development community and the general public with a guide for the planning, design and coordination of improvements to the major roadways within the County. The roadways are listed by segment and include the functional classification, number of lanes and right-of-way, and a description including the typical section, design speed and other additional improvements. The Commission believes that Appendix 1 would be enhanced and provide greater clarity with the addition of figures that depict each segment in map form adjacent to the text descriptions. The Commission recommends that the Board of Supervisors allocate resources to update Appendix 1 as part of its recommended annual update, or as part of the next CTP update.

5. Allocation of Resources for Comprehensive Transportation Proffer Listing

During the course of its review of the CTP update, the Commission also identified the need for a comprehensive listing of transportation proffers. This listing would be helpful in that it could be used to identify where limited funds should be allocated in order to close gaps in the CTP network that are not otherwise completed through proffers. It could also be used as part of the land development review process to identify improvements that could be proffered. The Commission understands that staff members have undertaken such an initiative that will include a comprehensive map and listing of transportation proffers. However, due to limited staff resources, this project is not expected to be completed for a number of years. The Commission recommends that the Board of Supervisors allocate the resources necessary to complete this project in an expedited fashion so that it may be made available as soon as possible.

6. Acceleration of Direct Bus Service to Reston/Herndon

The Transit Plan as included in the draft CTP contemplates direct bus service (express bus) to the Reston/Herndon area as part of its Phase I recommendations. However, no funding has been allocated at this time in order to implement this recommendation. The Commission believes that this bus service would be useful for the many Loudoun residents who commute to Reston/Herndon as well as Reston/Herndon residents who commute to Loudoun. The Commission recommends that the Board of Supervisors allocate funding (operating and capital) in order to accelerate this service and reduce vehicular travel demand.

7. Annual Coordination Meetings with Leesburg and Dulles Airports

As the County continues to grow, the airports within its borders are also projected to grow. Providing an adequate transportation network to support this growth is in the interests of the County and Leesburg and Dulles Airports. While the County has coordinated on an ad hoc basis with both entities throughout the years on various issues, the Commission believes that it would be highly effective to implement annual meetings with each agency in order to facilitate the transportation planning process and discuss such projects as the Dulles Corridor Metrorail Extension (and potential future extensions) and the Dulles Loop (the network of roads surrounding the airport including Routes 28, 50 and 606). The Commission recommends that the Board of Supervisors implement the practice of conducting annual meetings with representatives of the Leesburg and Dulles Airports as soon as possible.

8. Study of Local Bus Routes to Shopping Centers

While not considered as part of the scope of the Transit Plan, the Commission believes that there is merit to the concept of providing a dedicated circulator bus (or buses) that would carry passengers to major shopping hubs in the County. This initiative would not only be useful to Loudoun residents, but also to visitors and tourists alike. The Commission recommends that the Board of Supervisors allocate the resources necessary to study the feasibility of this concept.

9. Disclosure of Private Street Status for Subsequent Home Sales

Within the Private Streets section of Chapter 2 of the CTP, it includes a policy, policy #5, which states the following:

All sales material for properties located on private streets will disclose that there will be maintenance costs incurred by property owners for the upkeep of the street and that the maintenance and upkeep of private roads is not a County nor state responsibility.

The Commission is concerned that while this disclosure may be made when a home is sold as a new property by the home builder, it may not be made during subsequent sales of the same property. The Commission recommends that the Board of Supervisors identify these roads on the assessment database to ensure that this information is disclosed for all subsequent transactions involving homes on private streets.

10. Maintenance of Private Roads

In some instances, the designated entity or entities responsible for the maintenance of private roads may fail to perform this function. The Commission recommends that the Board seek enabling legislation from the General Assembly to permit the County to assess properties for private road maintenance in these circumstances.

11. Study of Light Rail Along/Under Route 28

The Commission recognizes that Route 28 is a major corridor within Loudoun County that is projected to continue to experience increased traffic volumes that will drive the

need for additional capacity. The Commission also recognizes the need for additional connections across the Potomac River to reduce congestion at existing crossings (i.e. Route 15). As such, the Commission recommends that the Board of Supervisors allocate resources to allow the study of the feasibility of light rail along (on, over or under) Route 28 in order to reduce vehicular travel demand and mitigate future bottlenecks and congestion at points along Routes 7 and 15, and furthermore to study the possibility of extending the light rail system across or under the Potomac River north to Maryland and on to Rockville.

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